

20051223.ba v03\_n871.bam.20051223

>From ???@??? Fri Dec 23 08:16:57 2005 -0600  
Date: Fri, 23 Dec 2005 14:16:19 GMT  
From: Old Tube Radios <boatanchors@theporch.com>  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: BOATANCHORS digest 3871  
Message-Id: <20051223141520.5BBD6408E9@srvr1.theporch.com>

BOATANCHORS Digest 3871

Topics covered in this issue include:

- 1) For sale: Range "F" tuning unit for GP-7 xmtr.  
by Meyer Gottesman <wrecktech@yahoo.com>
- 2) VOLTAGE STANDARD  
by JOHN.SEHRING@ecunet.org
- 3) DRAKE PTO STIFFY  
by JOHN.SEHRING@ecunet.org
- 4) find the bulb...  
by stuck in 50s <polepeeg@ba-watch.org>
- 5) Re: DRAKE PTO STIFFY  
by David Stinson <arc5@ix.netcom.com>
- 6) Re: DRAKE PTO STIFFY  
by john <johnmb@nc.rr.com>
- 7) Re: DRAKE PTO STIFFY  
by Garey Barrell <k4oah@mindspring.com>
- 8) Re: find the bulb...  
by "Arden Allen" <gumbear@pacbell.net>
- 9) Re: VOLTAGE STANDARD  
by "Arden Allen" <gumbear@pacbell.net>
- 10) Re: DRAKE PTO STIFFY  
by "Arden Allen" <gumbear@pacbell.net>
- 11) Re: DRAKE PTO STIFFY  
by "Morris Odell" <vilgotch@bigpond.net.au>
- 12) Re: find the bulb...  
by "James C. Garland" <4cx250b@muohio.edu>
- 13) Re: VOLTAGE STANDARD  
by "Ned Ely" <adcinfo@ghg.net>
- 14) Re: find the bulb...  
by "Tom Rauch" <w8ji@contesting.com>
- 15) WTB & anniversary  
by ail0@att.net
- 16) Fw: find the bulb...  
by =?iso-8859-1?Q?Andr=E9\_Guibert?= <aguibert@sympatico.ca>
- 17) Re: DRAKE PTO STIFFY  
by "Arden Allen" <gumbear@pacbell.net>
- 18) Re: find the bulb...

- by "Arden Allen" <gumbear@pacbell.net>
- 19) Re: WTB & anniversary  
by chuck grandgent <chuck@chuckg.com>
  - 20) Re: WTB & anniversary  
by John Dilks K2TQN <oldradio@worldnet.att.net>
  - 21) FWD: Re: WTB & anniversary  
by "Chris Bowne" <radiobwn@ricconnect.com>
  - 22) cheap Chinese tubes & more  
by "James C. Garland" <4cx250b@muohio.edu>
  - 23) Re: WTB & anniversary  
by stuck in 50s <polepeeg@ba-watch.org>

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Message-ID: <20051221200352.834.qmail@web51013.mail.yahoo.com>  
Date: Wed, 21 Dec 2005 12:03:52 -0800 (PST)  
From: Meyer Gottesman <wrecktech@yahoo.com>  
Subject: For sale: Range "F" tuning unit for GP-7 xmtr.  
To: Old Tube Radios <boatanchors@theporch.com>  
MIME-Version: 1.0  
Content-Type: text/plain; charset=iso-8859-1  
Content-Transfer-Encoding: 8bit

For sale:

One "rare Bird" ! Range "F" tuning unit (covers 40  
meter ham band)for WW 2 surplus GP-7 xmtr.

Perfect condition.

Asking \$100.00 firm plus shipping/packing charges FOB  
Warner Robins, Goergia, USA. ZIP: 31088.

Personal checks okay and do not cause a delay.

Tel: (478)741-1710 anytime. Please don't mask your  
caller ID, my system will reject such calls. I am not  
a telemarketer and will not call you back more than  
you ask me to! Hi!

73,

Meyer Gottesman, W6GIV

---

Do You Yahoo!?  
Tired of spam? Yahoo! Mail has the best spam protection around  
<http://mail.yahoo.com>

-----  
Date: Wed, 21 Dec 2005 15:16:07 -0500 (EST)  
Message-Id: <200512212016.jBLKG7NQ406634@wine.ecunet.org>  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: VOLTAGE STANDARD  
From: JOHN.SEHRING@ecunet.org

To: boatanchors@theporch.com

Am wondering about "standards" for things like voltage. I try to keep my volt "measurers" in the shack somewhat calibrated.

Can batteries be used for this purpose? E.g. how close is the open-circuit voltage from fresh alkalines (or other chemistry) to some fixed value, sample to sample, mfr. to mfr?

-John Sehring (Tue, Dec 20, 2005, 9:13 am) Okotoks AB Canada \*WB0EQ/VE6\*

-----  
Date: Wed, 21 Dec 2005 15:16:05 -0500 (EST)  
Message-Id: <200512212016.jBLKG5jh274938@wine.ecunet.org>  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: DRAKE PTO STIFFY  
From: JOHN.SEHRING@ecunet.org

To: boatanchors@theporch.com

Hi Gang,

Been getting settled (again!) & got out Drake Twins 7 yrs in the box, on the air. Workin' great!

But, noted that R-4\* PTO is kinda stiff & grindy, esp. on some portions of its travel. Tried some Teflon-laced goop on the lead screw but only somewhat better.

Then I saw on Bob Sherwood's Drake web site something about copper laced grease. Sounds like automotive anti-sieze lube. Will give that a try.

Any thoughts?

-John Sehring (Tue, Dec 20, 2005, 9:02 am) Okotoks AB Canada \*WB0EQ/VE6\*

-----  
Date: Wed, 21 Dec 2005 17:58:29 -0500 (EST)  
From: stuck in 50s <polepeeg@ba-watch.org>  
Message-Id: <200512212258.jBLMwTde019588@fracas.netboobie.org>

To: Old Tube Radios <boatanchors@theporch.com>  
Subject: find the bulb...

find the blub in the Christmas string that's lost it's filament &  
the shorting gridley's failed.

There was a gizz a couple of years back that purported to doit. But  
it cost same as several light strings. Hence it was gone the next  
year.

Got to thinking about it today & guessed it must've detected a biggish  
AC field when at point of open ckt. So I take phono input of amp & go  
probing for "big hum spot" w/o a hint. Then I intentionally open a  
good string & check & nothing discernable.

Best I can guess is principle works with Chanukah strings but misses on  
the Christmas corollary.

I know that's rong.

-----  
Message-ID: <23165981.1135206292528.JavaMail.root@elwamui-  
royal.atl.sa.earthlink.net>  
Date: Wed, 21 Dec 2005 17:04:52 -0600 (GMT-06:00)  
From: David Stinson <arc5@ix.netcom.com>  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: Re: DRAKE PTO STIFFY  
Mime-Version: 1.0  
Content-Type: text/plain; charset=us-ascii  
Content-Transfer-Encoding: 7bit

Don't lube anything but the metal screw drive, John.  
The problem is the nylon gears have swollen- probably  
from being lubed. They are intended to be used dry.  
Lubing the nylon with anything at all will cause it to  
drag and eventually sieze.  
I just got through fixing three TR-4C and one R-4B PTOs  
for this. You must remove the PTO and dial assembly and  
clean the gears and sand down the swollen inner diameters.  
There is a procedure on the net. When I get home,  
I'll look for it. Worked very well for the sets  
I was fixing. 73 Dave S.

-----Original Message-----  
>From: JOHN.SEHRING@ecunet.org

>Hi Gang,  
>  
>Been getting settled (again!) & got out Drake Twins 7 yrs in the box, on  
>the air. Workin' great!  
>  
>But, noted that R-4\* PT0 is kinda stiff & grindy, esp. on some portions of  
>its travel. Tried some Teflon-laced goop on the lead screw but only  
>somewhat better.  
>  
>Then I saw on Bob Sherwood's Drake web site something about copper laced  
>grease. Sounds like automotive anti-sieze lube. Will give that a try.  
>  
>Any thoughts?  
>  
> -John Sehring (Tue, Dec 20, 2005, 9:02 am) Okotoks AB Canada \*WB0EQ/VE6\*  
>

-----  
Message-Id: <6.2.1.2.2.20051221191957.022daa20@pop-server.nc.rr.com>  
Date: Wed, 21 Dec 2005 19:20:58 -0500  
To: Old Tube Radios <boatanchors@theporch.com>  
From: john <johnmb@nc.rr.com>  
Subject: Re: DRAKE PT0 STIFFY  
Mime-Version: 1.0  
Content-Type: text/plain; charset=us-ascii; format=flowed

Betcha it's better if you clean out the goop in the ball bearings, or  
lighten up the end play a tad (use long allen wrench).

Dunno if it's the same in a TR7 as in other Drake PT0s, as the above refers  
to...never had to get into mine

At 06:04 PM 12/21/2005, David Stinson wrote:

>Don't lube anything but the metal screw drive, John.  
>The problem is the nylon gears have swollen- probably  
>from being lubed. They are intended to be used dry.  
>Lubing the nylon with anything at all will cause it to  
>drag and eventually sieze.  
>I just got through fixing three TR-4C and one R-4B PT0s  
>for this. You must remove the PT0 and dial assembly and  
>clean the gears and sand down the swollen inner diameters.  
>There is a procedure on the net. When I get home,  
>I'll look for it. Worked very well for the sets  
>I was fixing. 73 Dave S.  
>  
>

>  
>-----Original Message-----  
> >From: JOHN.SEHRING@ecunet.org  
> >Hi Gang,  
> >  
> >Been getting settled (again!) & got out Drake Twins 7 yrs in the box, on  
> >the air. Workin' great!  
> >  
> >But, noted that R-4\* PTO is kinda stiff & grindy, esp. on some portions of  
> >its travel. Tried some Teflon-laced goop on the lead screw but only  
> >somewhat better.  
> >  
> >Then I saw on Bob Sherwood's Drake web site something about copper laced  
> >grease. Sounds like automotive anti-sieze lube. Will give that a try.  
> >  
> >Any thoughts?  
> >  
> > -John Sehring (Tue, Dec 20, 2005, 9:02 am) Okotoks AB Canada \*WB0EQ/VE6\*  
> >  
>  
>  
>--  
>No virus found in this incoming message.  
>Checked by AVG Free Edition.  
>Version: 7.1.371 / Virus Database: 267.14.3/209 - Release Date: 12/21/2005

--  
No virus found in this outgoing message.  
Checked by AVG Free Edition.  
Version: 7.1.371 / Virus Database: 267.14.3/209 - Release Date: 12/21/2005

-----  
Message-ID: <43A9F38E.8070601@mindspring.com>  
Date: Wed, 21 Dec 2005 18:30:06 -0600  
From: Garey Barrell <k4oah@mindspring.com>  
MIME-Version: 1.0  
To: Old Tube Radios <boatanchors@theporch.com>  
CC: Old Tube Radios <boatanchors@theporch.com>  
Subject: Re: DRAKE PTO STIFFY  
Content-Type: text/plain; charset=ISO-8859-1; format=flowed  
Content-Transfer-Encoding: 7bit

John -

I would not put copper laced grease on it.....

Drake published a note on adding a grounding strap from the PTO wall to the lead screw follower. The mod was done on late 4C line units and on all the 7 series.

The other possibility is dirt or old grease on the nylon dial gearing, if present. Again, later 4C units had metal gears. The nylon gears work fine, but do not tolerate ANY oil or grease. Petroleum products cause them to swell and bind.

See -

[http://www.wb4hfn.com/DRAKE/DrakeArticles/PTO/Drake\\_PTO.htm](http://www.wb4hfn.com/DRAKE/DrakeArticles/PTO/Drake_PTO.htm)

for an excellent description and repair of the problem.

73, Garey - K40AH  
Chicago

Drake C Line Service Manual  
[www.k4oah.com](http://www.k4oah.com)

JOHN.SEHRING@ecunet.org wrote:

>To: boatanchors@theporch.com

>

>Hi Gang,

>

>Been getting settled (again!) & got out Drake Twins 7 yrs in the box, on  
>the air. Workin' great!

>

>But, noted that R-4\* PTO is kinda stiff & grindy, esp. on some portions of  
>its travel. Tried some Teflon-laced goop on the lead screw but only  
>somewhat better.

>

>Then I saw on Bob Sherwood's Drake web site something about copper laced  
>grease. Sounds like automotive anti-sieze lube. Will give that a try.

>

>Any thoughts?

>

> -John Sehring (Tue, Dec 20, 2005, 9:02 am) Okotoks AB Canada \*WB0EQ/VE6\*

>

>

>

>

-----  
Message-ID: <004001c606a6\$71f09d90\$67e47443@KB6NAX>

From: "Arden Allen" <gumbear@pacbell.net>  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: Re: find the bulb...  
Date: Wed, 21 Dec 2005 19:12:53 -0800  
MIME-Version: 1.0  
Content-Type: text/plain;  
charset="Windows-1252"  
Content-Transfer-Encoding: 7bit

Could the gizmo be trying to detect a conductor in its grasp? As in poking current into single turn secondary?

Arden Allen  
KB6NAX

-----  
Message-ID: <003f01c606a6\$71489dc0\$67e47443@KB6NAX>  
From: "Arden Allen" <gumbear@pacbell.net>  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: Re: VOLTAGE STANDARD  
Date: Wed, 21 Dec 2005 19:06:11 -0800  
MIME-Version: 1.0  
Content-Type: text/plain;  
charset="Windows-1252"  
Content-Transfer-Encoding: 7bit

> Am wondering about "standards" for things like voltage. I try to keep  
> my volt "measurers" in the shack somewhat calibrated.

For a few dollars you can buy integrated circuit voltage reference chips trimmed to very tight accuracies and far better than batteries. Try Analog Devices for starters.

Arden Allen  
KB6NAX

-----  
Message-ID: <004101c606a6\$72973dd0\$67e47443@KB6NAX>  
From: "Arden Allen" <gumbear@pacbell.net>  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: Re: DRAKE PT0 STIFFY  
Date: Wed, 21 Dec 2005 19:18:43 -0800  
MIME-Version: 1.0  
Content-Type: text/plain;  
charset="Windows-1252"  
Content-Transfer-Encoding: 7bit



Never worked on one but nylon is hygroscopic, meaning it absorbs moisture. So no doubt it also absorbs certain petroleum solvents from the lubricant causing it to bloat a bit.

Arden Allen  
KB6NAX

-----  
Message-ID: <001001c606c1\$c117b910\$ad00a8c0@Morris1>  
From: "Morris Odell" <vilgotch@bigpond.net.au>  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: Re: DRAKE PTO STIFFY  
Date: Thu, 22 Dec 2005 17:34:26 +1100  
MIME-Version: 1.0  
Content-Type: text/plain;  
    format=flowed;  
    charset="Windows-1252";  
    reply-type=original  
Content-Transfer-Encoding: 7bit

Arden said:

> Never worked on one but nylon is hygroscopic, meaning it absorbs moisture.  
> So no doubt it also absorbs certain petroleum solvents from the lubricant  
> causing it to bloat a bit.

It might absorb solvents bit it sure doesn't absorb much moisture. Most of us here are probably old enough to remember the horrors of nylon or polyester shirts :-(

>From a past brief life in the textile industry I seem to remember the moisture regain (technical term for water absorption) for nylon is only 3-4 percent.

All the best to everyone for the holiday season!

73 de Morris VK3DOC

-----  
Message-Id: <6.2.5.6.2.20051222070116.01dc5940@muohio.edu>  
Date: Thu, 22 Dec 2005 07:07:29 -0500  
To: Old Tube Radios <boatanchors@theporch.com>  
From: "James C. Garland" <4cx250b@muohio.edu>  
Subject: Re: find the bulb...  
Cc: boatanchors <boatanchors@theporch.com>  
Mime-Version: 1.0  
Content-Type: text/plain; charset="us-ascii"; format=flowed

At 05:58 PM 12/21/2005, you wrote:

>find the blub in the Christmas string that's lost it's filament &  
>the shorting gridley's failed.

>

>Got to thinking about it today & guessed it must've detected a biggish  
>AC field when at point of open ckt. So I take phono input of amp & go  
>probing for "big hum spot" w/o a hint. Then I intentionally open a  
>good string & check & nothing discernable.

Good idea, Marty, but you probably need a capacitive pickup tied to the phono input. Two side-by-side metal plates (say 1" square each) one grounded to the shield, one tied to the center conductor should do the trick. Connect them with a 100K resistor to cut down on stray hum.

I guess Xmas lights have filaments and glow in the dark, so they must be boatanchors, right?

Jim W8ZR

\*\*\*\*\*

W8ZR Amateur Radio Website: [www.w8zr.net](http://www.w8zr.net)

\*\*\*\*\*

-----

Message-ID: <001e01c60717\$9ba59480\$bf2bfea9@nedboys>

From: "Ned Ely" <adcinfo@ghg.net>

To: Old Tube Radios <boatanchors@theporch.com>

Subject: Re: VOLTAGE STANDARD

Date: Thu, 22 Dec 2005 10:48:57 -0600

MIME-Version: 1.0

Content-Type: text/plain;  
charset="iso-8859-1"

Content-Transfer-Encoding: 7bit

John,

Try Google for Weston Cell. A lot of the old temperature calibration devices have them.

Ned Ely - KD5YQH

----- Original Message -----

From: <JOHN.SEHRING@ecunet.org>

To: "Old Tube Radios" <boatanchors@theporch.com>

Sent: Wednesday, December 21, 2005 2:16 PM

Subject: VOLTAGE STANDARD

> To: boatanchors@theporch.com

>

> Am wondering about "standards" for things like voltage. I try to keep

> my volt "measurers" in the shack somewhat calibrated.  
>  
> Can batteries be used for this purpose? E.g. how close is the  
open-circuit  
> voltage from fresh alkalines (or other chemistry) to some fixed value,  
> sample to sample, mfr. to mfr?  
>  
> -John Sehring (Tue, Dec 20, 2005, 9:13 am) Okotoks AB Canada  
\*WB0EQ/VE6\*  
>

-----  
Message-ID: <017a01c60757\$cb992b80\$6501a8c0@akorn.net>  
From: "Tom Rauch" <w8ji@contesting.com>  
To: Old Tube Radios <boatanchors@theporch.com>  
Cc: "boatanchors" <boatanchors@theporch.com>  
Subject: Re: find the bulb...  
Date: Thu, 22 Dec 2005 19:28:25 -0500  
MIME-Version: 1.0  
Content-Type: text/plain;  
charset="iso-8859-1"  
Content-Transfer-Encoding: 7bit

> At 05:58 PM 12/21/2005, you wrote:

> >Got to thinking about it today & guessed it must've  
detected a biggish  
> >AC field when at point of open ckt. So I take phono  
input of amp & go  
> >probing for "big hum spot" w/o a hint. Then I  
intentionally open a  
> >good string & check & nothing discernable.  
>  
> Good idea, Marty, but you probably need a capacitive pickup  
tied to  
> the phono input. Two side-by-side metal plates (say 1"  
square each)  
> one grounded to the shield, one tied to the center  
conductor should  
> do the trick. Connect them with a 100K resistor to cut  
down on stray hum.

I think what everyone is missing is the probe would have to  
be a differential probe to be reliable, and not be sensitive  
to common mode excitation. That's why Marty's system and  
Jim's suggestion won't work very well.

What Marty is desperately seeking (besides Suzie) is to

measure voltage gradient  
between two conductors in a narrow space, not the field  
gradient to earth or the power mains neutral. The unreliable  
path to earth and power mains in a unbalanced system like a  
phono amp would dominate the small  
capacitance between his three light conductors on the shield  
side, so the second plate connected to the shield is about  
as useful as teats on a bore hog.

The real solution would be an op-amp floating from ground in  
a  
plastic case with the input differential plates and an  
output indicator like an LED or speaker. In that  
case if you placed two plates over the bad bulb, there would  
be a clear indication of the open filament. Otherwise, with  
one plate grounded, you are only measuring the voltage to  
earth .

73 Tom

-----  
From: ail0@att.net  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: WTB & anniversary  
Date: Fri, 23 Dec 2005 01:42:36 +0000  
Message-Id:  
<122320050142.14607.43AB560B0001E8E30000390F2160466648CF04070E@att.net>

Today, Dec 22nd is the 85 anniversary of my getting licensed as a ham.  
,I was a high school kid of 16 living with my parents in Somerville, NJ when I  
chanced  
upon the April 47 issue of QST and got caught by the ham radio bug. I used my  
paper route money to buy a ticket on the Jersey Central Railroad to New York City.  
The  
terminus of the line was Jersey City where you walked right onto a ferry to New  
York City, landing at "South Ferry" which was only a block or so from "Radio Row"  
What a  
place! Rows of store fronts, each crammed with surplus radios, dynamotors,  
earphones, intercoms, etc. I had an extra \$12 in my pocket and walked around  
until I could get the best price on a BC455 receiver and a pair of earphones.  
I built a power supply for the receiver; ran a wire from my bedroom window to  
the  
garage and put a ground clamp on the radiator and started learning the code and  
the  
rules. I went back to NYC in October or November and walked over to the Federal  
Office Building and took and passed the General Exam. I then bought an ARC-5  
transmitter to match the BC455 and scrounged up parts for an HV power supply. My

brand new ticket, W2WTJ, arrived 85 years ago (Dec 22, 1947) and I started trying to make contacts. I made 8 calls on 40 that day with no results. The next day, Dec 23, I made 9 calls until I got W2WKS in a neighboring town. 24 more calls to no avail; 13 NG calls on the 24th; 8 calls on Christmas Day, NG; 3 calls on the 26th on 80 meters (I don't know what I used for a rig!); 15 on Jan 4th; 6 on Jan 7th; I finally got a QSOs with W1EHS, W8WAJ and W9SNS on Jan10th - - and I was now a real ham! Nothing like the thrill of one's first few QSO's with a a war surplus receiver and transmitter. Now, 85 years and several moves later, I'm hoping to get the old setup again to satisfy my nostalgia. I have a BC455 receiver (tho not the same one) and what I believe to be the power supplies, the straight key and a pair of earphones, but I have not been able to find my old ARC-5 transmitter. I know I should have it here, but I can't find it in the storage areal. I think I remember seeing it in '03, but it walked off somewhere. So, after all this rambling, does anyone have the matching 6 -9 mc ARC-5 transmitter for me??

(Off topic: the ferries to NYC were named after the cities along the line: Somerville ( which I liked best), Plainfield, Westfield, etc. A few months ago they towed the last one of them out to sea here and scuttled it to make a haven for marine life. The pumped out the fuel and removed the engine which was a rare vertical one and sank it in 30 or 40 feet of water.)

73's and Merry Christmas,

Art K3HBA

-----  
Message-ID: <000401c60765\$23a8e380\$0402a8c0@anikast.ca>  
From: =?iso-8859-1?Q?Andr=E9\_Guibert?= <aguibert@sympatico.ca>  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: Fw: find the bulb...  
Date: Thu, 22 Dec 2005 21:03:54 -0500  
MIME-Version: 1.0  
Content-Type: text/plain;  
charset="iso-8859-1"  
Content-Transfer-Encoding: 7bit

Will it work with two burned out bulbs in the same string?

Andre

----- Original Message ----- > The real solution would be an op-amp floating from ground in  
> a  
> plastic case with the input differential plates and an  
> output indicator like an LED or speaker. In that  
> case if you placed two plates over the bad bulb, there would  
> be a clear indication of the open filament. Otherwise, with  
> one plate grounded, you are only measuring the voltage to  
> earth .

>  
>  
> 73 Tom

-----  
Message-ID: <004601c6076e\$bf556700\$8ae47443@KB6NAX>  
From: "Arden Allen" <gumbear@pacbell.net>  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: Re: DRAKE PTO STIFFY  
Date: Thu, 22 Dec 2005 18:27:22 -0800  
MIME-Version: 1.0  
Content-Type: text/plain;  
        charset="Windows-1252"  
Content-Transfer-Encoding: 7bit

> It might absorb solvents bit it sure doesn't absorb much moisture. Most of  
> us here are probably old enough to remember the horrors of nylon or  
> polyester shirts :-(

Wouldn't want to imagine what problems you'd have with gears made of cotton!  
;-)

Merry Christmas and Happy Holidays to all.

Arden Allen  
KB6NAX

-----  
Message-ID: <004801c6076e\$c08eaa50\$8ae47443@KB6NAX>  
From: "Arden Allen" <gumbear@pacbell.net>  
To: Old Tube Radios <boatanchors@theporch.com>  
Cc: "boatanchors" <boatanchors@theporch.com>  
Subject: Re: find the bulb...  
Date: Thu, 22 Dec 2005 19:10:35 -0800  
MIME-Version: 1.0  
Content-Type: text/plain;  
        charset="iso-8859-1"  
Content-Transfer-Encoding: 7bit

> The real solution would be an op-amp floating from ground in  
> a  
> plastic case with the input differential plates and an  
> output indicator like an LED or speaker.

Tom, I think you are close to a practical solution. If the differential plate sensor you describe is enclosed in a shield, AND differentially balanced with respect to the shield, external field influence would be cancelled and only the electrostatic field sensed between the plates would be

detected when the device is placed over a bulb. Good thinking!

Arden Allen  
KB6NAX

-----  
Date: Thu, 22 Dec 2005 23:13:40 -0500  
From: chuck grandgent <chuck@chuckg.com>  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: Re: WTB & anniversary  
MIME-Version: 1.0  
Content-Type: text/plain; charset="iso-8859-1"  
Content-Transfer-Encoding: 7bit  
Message-Id: <20051223041338.YX0W12342.ispmxmta09-srv.alltel.net@octave-mcmsbb3d>

Art,  
Happy Birthday, and congrats on all those years of hamming !  
85 years is typically going to be pretty hard to beat !

I only got MY ticket recently, '65...

Isn't it amazing how time flies ??

Happy Birthday & 73  
Chuck, K10M

ail0@att.net wrote:

>

> Today, Dec 22nd is the 85 anniversary of my getting licensed as a ham.

> ,I was a high school kid of 16 living with my parents in Somerville, NJ when I chanced

> upon the April 47 issue of QST and got caught by the ham radio bug. I used my paper route money to buy a ticket on the Jersey Central Railroad to New York City. The

> terminus of the line was Jersey City where you walked right onto a ferry to New York City, landing at "South Ferry" which was only a block or so from "Radio Row" What a

> place! Rows of store fronts, each crammed with surplus radios, dynamotors, earphones, intercoms, etc. I had an extra \$12 in my pocket and walked around

> until I could get the best price on a BC455 receiver and a pair of earphones.

> I built a power supply for the receiver; ran a wire from my bedroom window to the

> garage and put a ground clamp on the radiator and started learning the code and the

> rules. I went back to NYC in October or November and walked over to the Federal

> Office Building and took and passed the General Exam. I then bought an ARC-5

transmitter to match the BC455 and scrounged up parts for an HV power supply. My

brand new ticket, W2WTJ, arrived 85 years ago (Dec 22, 1947) and I started trying to  
> make contacts. I made 8 calls on 40 that day with no results. The next day, Dec 23, I made 9 calls until I got W2WKS in a neighboring town. 24 more calls to no  
> avail; 13 NG calls on the 24th; 8 calls on Christmas Day, NG; 3 calls on the 26th  
> on 80 meters (I don't know what I used for a rig!); 15 on Jan 4th; 6 on Jan 7th;  
> I finally got a QSOs with W1EHS, W8WAJ and W9SNS on Jan10th - - and I was now a  
> real ham! Nothing like the thrill of one's first few QSO's with a a war surplus receiver and transmitter. Now, 85 years and several moves later, I'm hoping to  
> get the old setup again to satisfy my nostalgia. I have a BC455 receiver (tho not the same one) and what I believe to be the power supplies, the straight key and a pair of earphones, but I have not been able to find my old ARC-5 transmitter. I know I should have it here, but I can't find it in the storage areal. I think I remember seeing it in '03, but it walked off somewhere. So, after all this rambling, does anyone have the matching 6 -9 mc ARC-5 transmitter for me??  
> (Off topic: the ferries to NYC were named after the cities along the line:  
> Somerville ( which I liked best), Plainfield, Westfield, etc. A few months ago they towed the last one of them out to sea here and scuttled it to make a haven for marine life. The pumped out the fuel and removed the engine which was a rare vertical one and sank it in 30 or 40 feet of water.)  
> 73's and Merry Christmas,  
>  
> Art K3HBA

-----  
Message-Id: <6.2.3.4.0.20051223054102.040056e8@ipostoffice.worldnet.att.net>  
Date: Fri, 23 Dec 2005 05:48:11 -0500  
To: Old Tube Radios <boatanchors@theporch.com>  
From: John Dilks K2TQN <oldradio@worldnet.att.net>  
Subject: Re: WTB & anniversary  
Mime-Version: 1.0  
Content-Type: text/plain; charset="us-ascii"; format=flowed

I think Art had a typo on the number "85", as he was born in 1931 which makes him 74-75 years young.

He talks about 1947 when he first became interested. So my guess is, he meant to say 58 or thereabouts.

Anyway, what ever the number, happy anniversary Art.

I think I'm having my 50th this spring. I still have to dig out my novice ticket and check, but I'm pretty sure it was in the summer in 1956.



73 to all, and Happy Holidays,  
John Dilks, K2TQN

At 08:42 PM 12/22/2005, ail0@att.net wrote:

>day, Dec 22nd is the 85 anniversary of my getting licensed as a ham.  
>,I was a high school kid of 16 living with my parents in Somerville,  
>NJ when I chanced  
>upon the April 47 issue of QST and got caught by the ham radio bug.

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Date: Fri, 23 Dec 2005 05:46:42 -0500  
Message-Id: <200512230546.AA2002321580@ricconnect.com>  
Mime-Version: 1.0  
Content-Type: text/plain; charset=us-ascii  
From: "Chris Bowne" <radiobwn@ricconnect.com>  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: FWD: Re: WTB & anniversary

Greetings Art from way back in 2005! Your message re the 85th anniversary of going on the air in 1947 somehow has reached us via the Internet. Is it still called that out there in 2032? Do they still do CW? Has that GP-7 "rare bird" 40 meter tuning unit that was always showing up on the Boatanchors list been sold yet?

73 from your past and our present,

Chris Bowne, AJ1G

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Message-Id: <6.2.5.6.2.20051223082035.01db18e8@muohio.edu>  
Date: Fri, 23 Dec 2005 08:27:40 -0500  
To: Old Tube Radios <boatanchors@theporch.com>  
From: "James C. Garland" <4cx250b@muohio.edu>  
Subject: cheap Chinese tubes & more  
Mime-Version: 1.0  
Content-Type: text/plain; charset="us-ascii"; format=flowed

Gang,  
Among the zillion spam msgs I get daily was one yesterday from a Chinese outfit that sells boatanchor-type electronic components. Out of curiosity I checked their website (<http://www.mableexporting.cn/>) and found cheap transformers, resistors, electrolytic caps, switches

and vacuum tubes. Their transformers seem like drop-in replacements for many BA applications. They'll sell you a new 811A for \$6.80, and you can plug it into one of their gold-plated tube sockets. I know you get what you pay for, but the pix are sure pretty.

73,  
Jim W8ZR

\*\*\*\*\*  
W8ZR Amateur Radio Website: [www.w8zr.net](http://www.w8zr.net)  
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Date: Fri, 23 Dec 2005 09:07:50 -0500 (EST)  
From: stuck in 50s <polepeeg@ba-watch.org>  
Message-Id: <200512231407.jBNE7oxM027657@fracas.netboobie.org>  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: Re: WTB & anniversary

Passed my 5-th last year - 11/54 @ age 14 as WN8VFX. But went unlicensed from '59-'78.

Traded my J38 for an ignition key come 6/58.

Merry to ya Art, John & y'all in the BA community

Marty

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End of BOATANCHORS Digest 3871  
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